

[11 August, 2000]

RAJYA SABHA

(f) whether Government have put any dead line for construction of broad gauge line?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) Yes, Sir. The work of gauge conversion of Quilon-Tirunelveli-Tiruchendur and Tenkasi-Virudhunagar has been sanctioned in Railways budget 1997-98 and has received the necessary clearances. Final Location Survey has been taken up on the Ghat Section between Tenkasi and Punalur with the object of easing sharp curves and providing flatter gradients. Work has been started on earthwork and bridges on Virudhunagar-Tenkasi and Tirunelveli-Tiruchendur sections.

(d) Does not arise.

(e) Total anticipated cost of the project is Rs. 280 crores.

(f) No target date has yet been fixed.

Peddapalli-Karimnagar Rail Track

2304. DR. Y. LAKSHMI PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) the expenditure incurred on laying Peddapalli-Karimnagar rail track in Andhra Pradesh;

(b) whether it has started functioning for carrying passenger trains; and

(c) the reasons for not carrying advance soil testing to ensure the hardness of the soil?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) The expenditure incurred so far on Peddapalli-Karimnagar new line is Rs. 42.40 crores.

(b) No, Sir.

(c) The soil quality was adequately tested before carrying out earthwork in formation.